

For Sale.

MacEwen, Prickel & Co.
No. 53, Queen's Road East,
(Opposite the Commissariat).
ARE NOW LAND-
ING FROM AMERICA.

CALIFORNIA
CRACKER
COMPANY'S BISCUITS in 5 lb
tins, and loose
Soda BISCUITS.
Assorted BISCUITS.

Small HOMINY.
Cracked WHEAT.
OATMEAL.
CORNMEAL.

White BEANS.
TOPOCAN BUTTER.
Eastern and Californian CHEESE.
CORNISH in Tins.
FRESH HAMS and BACON.
Eagle Brand Condensed MILK.
Family BEEF in 25 lb cans.
Heard Ideal SALMON in 5 lb cans.
Cutting's Dessert FRUITS in 24 lb cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEAT.

" Stuffed PEPPERS.
Assorted SOUPS.
Richardson & Robinson's Celebrated Potted
MEATS.

Richardson & Robinson's Curried OYSTERS.
Clear CHOWDER.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
SUCCOTASH.
BRAWN.
Maple SYRUP.
Golden SYRUP.
LOBSTERS.
OYSTERS.
HONEY.
Corn STARCH.
Green CORN.

FAIRBANKS' SCALES.
400 lb. Capacity.
600 lb. " "
900 lb. " "
1,200 lb. " "

CORN BROOMS.
OFFICE HIGH CHAIRS.
AXES and HATCHETS.
AGATE IRON WARE.
WAFLE IRONS.
SMOOTHING IRONS.
PAINTS and OILS.
TALLOW and TAIL
VARNISHES.

DEVOE'S NONPARIEL
BRILLIANT
KEROSENE OIL,
150° test.

Ex late Arrivals from
ENGLAND.

A LARGE ASSORTMENT OF
STORES,
including:
BREAKFAST TONGUES.
CANTAR.
ASPARAGUS.
SOUPS, &c.
TERRIBLE'S DESSERT FRUITS.
ALMONDS and RAISINS.
PICNIC TONGUES.
COCOATINA.

VAN HOUTEN'S COCOA.
JEROME'S & CO'S COCOA.
FRENCH PLUMS.
PATE DE FOIE GRAS.
MINCEMEAT.
SAUSAGES.
BRAWN.
DANISH BUTTER.

SPARTAN
COOKING STOVES.

ENGLISH CUTLERY.
ELECTRO-PLATE.
CROCKERY & GLASS WARE.

CLARETS.
CHATEAU MARGAUX.
CHATEAU LA FOU, pints & quarts
1895 GRAVES.
BREAKFAST CLARET, " "
SHERRIES & PORT.
SACONNE'S MANZANILLA & AMON-
TILLADO.
SACONNE'S OLD INVALID PORT
(1848).
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.
" 1 and 3-star HENNESSY'S BRANDY.
BISQUIT DUBOUCHE & Co.'s BRANDY.
FINEST OLD BOURBON WHISKY.
KARMA'S L. WHISKY.
ROYAL GLENDEER WHISKY.
BOON'S OLD TOM.
E. & J. BURKE'S IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NOLLY PRAY & Co.'s VERMOUTH.
CHERRY'S GINGER BRANDY.
EASTERN CIDER.
CHARTREUSE.
MARASCHINO.
CURACAO.
ANGOSTURA, BAKER'S and ORANGE
BITTERS, &c. &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.
GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.
DRAUGHT ALE and PORTER, by the
Gallon.
ALE and PORTER, in hogheads.

SPECIAL SELECTED
CIGARS.

Fine New Season's CUMSHAW TEA, in
5 catty boxes.
BREAKFAST CONGOU @ 25 cents p. lb.
MILNER'S PATENT FIREPROOF
SAFES, CASH and PAPER
BOXES, at Manufacturer's Prices.
Hongkong, July 10, 1893.

Mails.



MITSUBISHI MAIL STEAMSHIP
COMPANY.
STEAM TO NAGASAKI AND KOBE,
VIA INLAND SEA.
(Taking Cargo and Passengers for YOKO-
HAMA.)

THE S.S. **TAKACHIO MARU**, Capt.
Nye, due here on or about the
21st instant, will be despatched as above
on FRIDAY, the 23rd October, at 4 p.m.
Cargo received on board and parcels at
the Office up to 1 p.m. of day sailing.
No Bill of Lading signed under \$2
Freight.

All Claims must be settled on board
before delivery is taken, otherwise they
will not be recognized.
Cargo and Passengers for Yokohama
will be transhipped to the Shanghai Mail
Steamer at Kobe.

For further Particulars, apply at the
Company's Office, Praya Central, Ground
Floor of Messrs Russell & Co.
H. J. H. TRIPP,
Agent.

Hongkong, October 17, 1893. oc26

Occidental & Oriental Steam-
Ship Company.

TAKEING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE S.S. **ARABIC** will be despatch-
ed for San Francisco, via Yokohama,
with the option of calling at Honolulu,
on SATURDAY, the 27th October, at
3 p.m. To be followed by the S.S.
OCEANIC, on the 17th November.
Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.
Return Passengers—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pre-Paid Re-
turn Passage Orders available for one year,
will be issued at a discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Consular Invoices to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Office addressed to the Collector of Customs,
San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50A, Queen's Road Central.
F. E. FOSTER,
Agent.

Hongkong, October 19, 1893. oc27

THE CHINESE MAIL.

THIS paper is now issued every day
The subscription is fixed at Four
Dollars per annum delivered in Hong-
kong, or Seven Dollars Fifty Cents in-
cluding postage to Coast ports.

It is the first Chinese Newspaper ever
issued under purely native direction. The
chief support of the paper is of course
derived from the native community,
amongst whom also are to be found the
guarantors and securities necessary to
place it on a business and legal footing.
The proprietors, basing their estimates
upon the most reliable information from
the various Ports in China and Japan,
from Australia, California, Singapore, Pe-
nang, Saigon, and other places frequented
by the Chinese, consider themselves justified
in guaranteeing a large and ever-increasing
circulation. The advantages offered to ad-
vertisers are therefore unusually great, and
the foreign community generally will find
it to their interest to avail themselves of
them.

The field open to a paper of this descrip-
tion—conducted by native efforts, but
progressive and anti-obstructionist in tone—is
almost infinite. It is on the one hand
commanded Chinese belief and interest,
while on the other it deserves every aid
that can be given to it by foreigners.
Like English journals it contains Editorials,
with Local, Shipping, and Commercial
News and Advertisements.

Subscription orders for the above may be
sent to

GEO. MURRAY BAIN,
China Mail Office.

Hongkong, October 19, 1893. oc27

SHARE LIST.—QUOTATIONS. Oct. 25, 1893.

Stocks.	No. of Shares.	Value.	Paid- up.	Reserve.	Working Account.	Last Di- vidend.	Closing Qu- otations, Cash.
BANKS.							
HK. and S'hai Bank	60,000	125	125	\$2,198,336	52,509.62	£2	130 1/2 = \$362 1/2
INSURANCES.							
Nth. China Ins.	1,000 Tl.	2,000 Tl.	600 Tl.	400,000 Tl.	230,464.77	Tl. 75	Tl. 1400 p. sh.
Yangtze Ins.	1,200 Tl.	2,400 Tl.	550 Tl.	538,235 Tl.	3,050.76	18 %	Tl. 1015
Union Ins. Soc.	2,000	1,250	125	500,000	\$76,391.00	18 2/3	\$620 ex div.
China's Traders'							
Insurance	24,000	63.33	25	600,000	107,411.65	22 1/2	\$73 p. share
C'm Ins. Office	10,000	25	50	...	\$66,127.77	10	\$115
Chinese Ins. Co.	1,500	1,000	200	100,378	Debit balance	3	\$245
					\$3907.18		
HK. Fire Ins.	8,000	250	50	861,000	250,732.56	\$20	\$350
China Fire Ins.	20,000	100	20	500,000	106,365.49	\$3.60 and 3/4	
						bonus proportionate	
STEAM COMPANIES.							
HK. C. and M. Steamboat	8,000	100	75	200,000	41,320.95	6 %	\$123
Indo-China S. Nav. Co.	120,000	10	10	Debit		25 % dis.	
China & Manila S.S. Coy., Lt.	3,500	\$100	all	...		18 % prin.	
MISCELLANEOUS.							
HK. & Wh'pos Dock	10,000	125	125	\$18,000	2,063.04	4 %	58 1/2 p.m. = \$197 1/2
Gas Co.	5,000	10	10	10,477,768.14	1,144.18	...	\$80 p. share
Electric Light	2,000	100	100	30,000	5,895.86	88	\$140
China Sugar Co.	8,000	100	100	15,250	687.06	\$12 1/2 for \$15	
HKong Ice Co.	1,250	100	100	
HKong Bakery	600	50	50	4,000	253.45	85	\$82
Wuzon Sugar Co.	7,000	100	100	...	\$4,090.55	...	\$81
LOANS.							
Chi. Imp.	1874	6,276.2	100	all	...	June 30 Dec 31	2 % prin.
	1877	16,040	100	all	...	Feb. 28 Aug. 31	
	1878	3,829 Tl.	500	all	...	April & Oct.	
	1881	8,565 Tl.	500	all	...	June 15 & Dec. 10	
Sugar Deben- tures, 1880	600	500	all	8 %	...	June & Dec.	2 % prin.
* For 6 months to 30th June. * Dividend for 1892 and Bonus of 25 per cent. * To 30th April 1893. * For year 1891. * For half year ended 30th June 1893.							
EDWARD GEORGE, Share Broker.							

Mails.



STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, MARSEILLES,
MALTA, GIBRALTAR,
BRINDISI, TRIESTE, VENICE,
AND LONDON.

Also,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.
N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERMAN
QUE, PARTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
SUTLEY, Captain A. H. JOHNSON, with
Her Majesty's Mail, will be despatched
from this for LONDON direct, via SUEZ
CANAL, and usual Ports of Call, on
TUESDAY, the 30th October, at 4 p.m.
Cargo will be received on board until
10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office
until 10 a.m. on the day of sailing.
For further Particulars, regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note this for LONDON direct, via SUEZ
CANAL, and usual Ports of Call, on
TUESDAY, the 30th October, at 4 p.m.
Cargo will be received on board until
10 a.m. on the day of sailing.

N.B.—This Steamer takes Cargo and Pas-
sengers for MARSEILLES.
E. L. WOODIN,
Acting Superintendent.

Hongkong, October 18, 1893. oc30

Insurances.

NOTICE.

**QUEEN FIRE INSURANCE COM-
PANY.**
THE Undersigned are prepared to accept
Risks on Fire and Marine Goods at 1
per cent. net premium per annum.
NORTON & Co., Agents.
Hongkong, May 19, 1891.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either
here in London, or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates.

Life Department.
Policies issued for terms not exceeding
25,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 26, 1872.

LANCASHIRE INSURANCE
COMPANY.
(FIRE AND LIFE).
CAPITAL.—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored thereon,
on Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBURG & Co.,
Agents, Hongkong & Canton.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.
THE Undersigned, AGENTS of the above
Company, are authorized to Insure
against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882.

Notices to Consignees.

**NOUVELLE COMPAGNIE MARSEIL-
LAISE DE NAVIGATION**
A VAPEUR.
STEAMSHIP "LIBAN,"
LADIE, Commander.

CONSIGNEES of Cargo by the above-
named Vessel from LONDON, MAR-
SEILLES and intermediate Ports, are hereby
informed that their Goods are being landed
at their risk into Godown of the Under-
signed, at Wanchai, No. 3, behind the pro-
mises known as Blue Buildings, whence
and from the Wharves or Boats delivery
may be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining after the 31st instant will be
subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, October 24, 1893. oc31

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE S.S. **Arcton** having arrived,
Consignees of Cargo are hereby request-
ed to send in their Bills of Lading to the
Undersigned for countersignature, and to
take immediate delivery of their Goods
from alongside.

Cargo impeding her discharge or remain-
ing on board after TUESDAY, the 23rd
instant, will be landed and stored at Con-
signees' risk and expense, and no Fire Insurance will be
effected.

Consignees are hereby informed that all
Claims must be made immediately, as
none will be entertained after the 8th
November.

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, October 24, 1893. oc31

NOTICE TO CONSIGNEES.

S. S. **"TAKACHIO MARU,"** FROM
KOBE AND NAGASAKI.

CONSIGNEES of Cargo by the above
Vessel are hereby requested to send in
their Bills of Lading for countersignature,
and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge or remain-
ing on board after TUESDAY, the 23rd
instant, will be landed and stored at Con-
signees' risk and expense.

No Fire Insurance will be effected.
H. J. H. TRIPP,
Agent.

Mitsui Bishi Mail S. S. Co.
Hongkong, October 22, 1893. oc29

STEAMSHIP "FETHO."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship,
Europe, from London, in connection
with the above Steamer, are hereby
informed that their Goods—with the
exception of Opium, Treasure and
Valuables—are being landed and stored
at their risk at the Company's Godowns,
whence delivery may be obtained immedi-
ately after landing.

Optional Cargo will be forwarded on,
unless intimation is received from the Con-
signees before 3 p.m. To-day, requesting it
to be landed for their risk.

Bills of Lading will be countersigned by
the Undersigned.
Goods remaining unclaimed after Fri-
day, the 26th instant, at Noon, will be
subject to rent and landing charges.

All Claims for damage must be sent in to
me before the 26th instant or they will
not be recognized.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, October 19, 1893. oc26

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship **Moray**, having arrived
from the above Ports, Consignees of
Cargo are hereby requested to send in
their Bills of Lading to the Undersigned
for countersignature, and to take immedi-
ate delivery of their Goods.

Cargo impeding the discharge will be
at once landed and stored at Consignees'
risk and expense.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, October 22, 1893. oc29

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA," FROM
ANTWERP.

CONSIGNEES of Cargo by the above-
named Vessel are requested to send in
their Bills of Lading for counter-
signature, and to take immediate delivery
of their Goods from alongside.

Cargo impeding the discharge or remain-
ing on Board will be landed and stored at
Consignees' risk and expense.
No Fire Insurance will be effected.
A General Average Bond will have to be
signed by the Consignees before delivery of
Goods.

THOS. HOWARD & Co.,
Agents.
Hongkong, October 23, 1893. oc28

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo
are requested to send in their Bills of
Lading to the Undersigned for counter-
signature, and to take immediate delivery
of their Goods from alongside.
This Cargo has been landed and stored at
their risk and expense.
No Fire Insurance has been effected.
Ex *Arcton*,
Address Mr. Mansfield, 2 Cocks.
G. DE CHAMPEAUX,
Agent.
Hongkong, October 15, 1893.

JUST RECEIVED
ST. JACOB'S OIL.
ROB BROTHERS.
ELECTRIC HAIR BRUSHES.
HONGKONG DISPENSARY.
Hongkong, September 24, 1893. oc34

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY & FOCHOW.
The Co.'s Steamship
"Nanhai,"
Capt. Wisniewski, will be
despatched for the above
Ports on SUNDAY, the 26th instant, at
Daylight, instead of as previously advertised.
For Freight or Passage, apply to
DOUGLAS LAIPRAK & Co.,
General Managers.
Hongkong, October 25, 1893. oc28

FOR NEW YORK.
The 3/3 L.L.I. German Ship
"Guten & Ocas,"
Capt. Wisniewski, will load
here for the above Port, and
will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, October 25, 1893.

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.
NOTICE.

SHAREHOLDERS are Requested that
the SECOND CALL of \$16.66 on
the SHARES of the NEW ISSUE be Payable
on the 31st instant.

INTEREST at the Rate of 9 % per Annum
will be Charged on all over-due Calls.
By Order,
A. S. GARFIT,
Acting Secretary.

Hongkong, October 25, 1893. oc1

NOTICE.

COMPAGNIE DES MESSAGERIES

CHINA COAST METEOROLOGICAL REGISTER.									
Tientsin or Shih Chai, 1883.									
Barometer, at sea, in Hb.	Barometer, on shore, in Hb.	Thermometer, in shade.	Thermometer, at sun.	Windspeed, in miles.	Direction of wind.	Direction of current.	Force of current.	Direction of surface current.	Force of surface current.
Barometer reduced to sea level.	30.14	Previous day at 4 p.m.	30.26	90.11	53.50	On date at 4 p.m.	30.37	59.43	On date at 4 p.m.
Barometer at station.	30.07	Previous day at 4 p.m.	29.96	83.10	73.80	On date at 4 p.m.	30.00	58.40	On date at 4 p.m.
Force of Wind.	6	Previous day at 4 p.m.	5	5	5	On date at 4 p.m.	5	5	On date at 4 p.m.
Direction of Wind.	W. by N.	Previous day at 4 p.m.	W.	N.	N.	On date at 4 p.m.	N.	N.	On date at 4 p.m.
W. by thermometer.	73.0	Previous day at 4 p.m.	72.0	66.5	66.5	On date at 4 p.m.	66.5	66.5	On date at 4 p.m.
W. by Fahrenheit.	63.0	Previous day at 4 p.m.	63.0	52.6	52.6	On date at 4 p.m.	52.6	52.6	On date at 4 p.m.
Windspeed.	0.0 p.	Previous day at 4 p.m.	0.0	0.0	0.0	On date at 4 p.m.	0.0	0.0	On date at 4 p.m.
Direction of surface current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Force of surface current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Direction of bottom current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Force of bottom current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Direction of surface current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Force of surface current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Direction of bottom current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Force of bottom current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Direction of surface current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Force of surface current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Direction of bottom current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Force of bottom current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Direction of surface current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Force of surface current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Direction of bottom current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Force of bottom current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Direction of surface current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Force of surface current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Direction of bottom current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Force of bottom current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Direction of surface current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Force of surface current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Direction of bottom current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Force of bottom current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Direction of surface current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Force of surface current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Direction of bottom current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
Force of bottom current.	—	Previous day at 4 p.m.	—	—	—	On date at 4 p.m.	—	—	On date at 4 p.m.
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Direction of surface current.									

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY,
TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese literature, has been continued in the Tenth Volume. The Review discusses those topics which are of importance to the minds of students of the "Far East" and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It is a guide to many interesting Notes and original papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., of China, Japan, Mongolia, Tibet, and the Far East generally. It is a Review of the past, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of literature on China etc., and to give criticism embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward to the Editor, China Review, care of China Mail Office.

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondence column also affords further and greater facility for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, Imperial Customs, and Hongkong Police and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Bretschneider, Hirth, and Hance, Professor Legge, and Messrs. Balfour, Walters, Stout, Phillips, MacIntyre, Groves, Johnston, Fisher, Knapton, Foster, Playfair, Gless, and Pilon—all well-known names indicative of sound scholarship and thorough mastery of their subject.

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"The China Review for September-October fully maintains the high standard of excellence which characterizes that publication, and altogether forms a very interesting and readable number."—*North-China Herald*

"The Review will find an interesting and valuable contribution by Dr. Fritzsche, on 'The Amount of Precipitation (Rain and Snow)' showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. Notes on the Dutch Colonies of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of 'The Divine Classic of Nan-Hua' and the Notes and Queries are usually very interesting."—*North-China Daily News*

"A substantial and reliable Review which all students of China and the Chinese would do well to patronize."—*Chungking*

"The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on 'The New Testament in Chinese' treats of a question that must necessarily be of great importance in the eyes of all missionaries."—*Mr. E. H. Parker's 'Short Journeys in Szechuen'* are continued, and a goodly instalment of these travels in the interior of China is given. Mr. F. H. Balfour contributes a paper of some length entitled 'The Emperor Cheng, founder of the Chinese Empire,' which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which 'On Chinese Oaths in Western Bornes and Java,' might appropriately have been placed under a separate heading, complete the number."—*H. K. Daily Press*

Frederick's Original Review contains the following notice of the China Review:—

"The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Catholic Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now generally represented in the first number of the Review by papers highly creditable to their respective authors."

Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the glories of the Chinese poet-statesman of the eleventh century, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance.

Hongkong Rates of Postage.

(Revised January 1st, 1892.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, triple, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

Countries of the Postal Union.

The Union may be taken to comprise Europe, all foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, Hawaii, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group, and S. Africa.

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Registration, 10 cents.
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Books, Patterns and
Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; to Cape, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Natal, the Cape, St. Helena, Ascension, Bolivia, Letters, 25; Registration, 10; Newspapers, 5; Books and Patterns, 5.

LOCAL POSTAGE.

General Local Rates

Letters, 10 cents per 1/2 oz.

Post Cards, 10 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and Comm. Papers, 2 cents per 2 oz.

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Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; to Cape, Letters, 25; Registration, 10; Newspapers, 5; Books and Patterns, 5.

Natal, the Cape, St. Helena, Ascension, Bolivia, Letters, 25; Registration, 10; Newspapers, 5; Books and Patterns, 5.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered at the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mail.

2. Invitations, &c. can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, &c., &c., should be delivered at the address in Hongkong, Bangkok, or the Ports of China, may deliver them to the Post Office unattended, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

PARCELS.—The public is reminded that there is no such thing as Parcel Post to Europe, &c. Much trouble and disappointment are caused by persistent attempts to send small valuable articles through the Post. Fans, Curios, Articles of Dress, Fancy Work, and similar presents are not allowed, and the sender's money is lost. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

Local and Indian Parcel Post.

1. Small Parcels may be sent by Post at Book Rates between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Peking, the Straits Settlements, Ceylon and India. They must not exceed the following dimensions: 2 feet long, 1 foot broad, 1 foot deep, weight not less than 1 lb., nor be smaller than 3 in. by 2 in. Such parcels may be wholly closed, if they bear this special endorsement, PARCELS, CONTAINING NO LETTERS, but any parcel may be opened by direction of the Postmaster General. In the case of Parcels for India a declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India and Ceylon is compulsory.

2. The following cannot be transmitted:—
Parcels insufficiently packed or protected, or liable to be crushed (as handboxes, &c.)
Opium, Glass, Liquids, Explosive substances, Matches, Indigo, Dyes, Ices, Meat, Fish, Game, Fruit, Vegetables, or whatever is 'dangerous to the Mails,' or likely to become offensive or injurious in transit.

3. Parcels are as a general rule forwarded by Private Ship, not by Contract Mail Packet. To India they are forwarded by the P. & O. and Indian Mail Packets only, to Ceylon by P. & O. only. No responsibility is accepted with regard to any parcel, unless Registered, and then only to the amount of \$10.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

It is necessary that the following rules be strictly observed:

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver, money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—
Books and Papers to British Offices, 5 lbs.; to the Continent, &c., 4 lbs.
Patterns to British Offices, 5 lbs., if without intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it is also lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for more damage to fragile articles such as portraits, watches, handsewn bound books, &c., which reach their destination, although in a broken or deteriorated condition.

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LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pulverary Boats.
Half hour, 10 cts. Hour, 20 cts.
Three hours, 50 cts. Six hours, 70 cts.
Day (from 6 to 9), One Dollar.

TO VICTORIA PEAK.
Single Trip.
Four Coolies, 10 cts.
Three Coolies, 8 cts.
Two Coolies, 6 cts.

Return (direct or by Pok-fu Lam).
Four Coolies, 15 cts.
Three Coolies, 12 cts.
Two Coolies, 10 cts.

TO VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).
Single Trip.
Four Coolies, 10 cts.
Three Coolies, 8 cts.
Two Coolies, 6 cts.

Return (direct or by Pok-fu Lam).
Four Coolies, 15 cts.
Three Coolies, 12 cts.
Two Coolies, 10 cts.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), \$0.75 each Coolie.
(12 hours) Day, \$0.60 each Coolie.

Quarter of an hour or less, 5 cts.
Half an hour, 10 cts.
One hour, 20 cts.
Three hours, 50 cts.
Six hours, 70 cts.
One day (12 hours), 1.00

Per trip to Shau-kei or Pok-fu Lam, from the centre of the Town, 20 cts.

Return, 35 cts.

Per trip to Aberdeen, from the centre of the Town, 25 cts.

Return, 40 cts.

If an Extra Coolie is employed, there will be an addition of half the above scale to pay. Nothing in this scale prevents private agreements.

Licensed Bearers (each).

Hour, 10 cts.

Half day, 35 cts.

Day, 50 cts.

BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 8 or 900 piculs, per Day, 3.00

1st Class Cargo Boat of 8 or 900 piculs, per Load, 2.00

2nd Class Cargo Boat of 600 piculs, per Day, 2.50

2nd Class Cargo Boat of 600 piculs, per Load, 1.75

3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Day, 1.50

3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Load, 1.00

3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, Half Day, 50 cts.

or Pulverary Boats, per Day, 1.00

Half Hour, 20 cts.

After 6 p.m., 10 cts. extra.

Nothing in this scale prevents private agreements.

STREET COOLIES.

Scale of Hire for Street Coolies.

One Day, 35 cts.

Half Day, 12 cts.

Three Hours, 5 cts.

One Hour, 3 cts.

Nothing in the above Scale to affect private agreements.

Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section 1. From Green Island to the Gas Works.
2. From Gas Works to the P. and O. Co.'s Factory.
3. From P. and O. Co.'s Factory to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Poddar's Wharf.
6. From Poddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name, Captain, Flag and Reg., Tons, Date of Arrival, Consignees or Agents, Destination, Remarks.

Steamers: Albany, 366, Oct. 24, Douglas LaPraik & Co., Amoy, &c., To-morrow; Albatross, 400, Oct. 24, 16, & O. S. S. Co., Yunnan & San Francisco, 27th inst.

Arratona, 1392, Oct. 22, David Sassoon, Sons & Co., Saigon, To-day; Atlanta, 783, Oct. 29, 20, Siemens & Co., Trieste, &c., 27th inst.

Bellona, 789, Oct. 29, 20, Siemens & Co., Trieste, &c., 27th inst.; Beronice, 1707, Oct. 29, 20, Siemens & Co., Trieste, &c., 27th inst.

Catterthun, 1480, Oct. 29, 20, Siemens & Co., Trieste, &c., 27th inst.; Ching-shan, 640, Oct. 29, 20, Siemens & Co., Trieste, &c., 27th inst.

Danubius, 561, Oct. 29, 20, Siemens & Co., Trieste, &c., 27th inst.; Emu, 414, Juno, 30, Siemens & Co., Trieste, &c., 27th inst.

Europa, 1003, Oct. 16, Russell & Co., Hongkong, &c., 20th inst.; Euxine, 976, Oct. 16, Russell & Co., Hongkong, &c., 20th inst.

Fame, 117, Oct. 16, Russell & Co., Hongkong, &c., 20th inst.; Fookang, 980, Oct. 24, Jardine, Matheson & Co., Hongkong, &c., 20th inst.

Gorgon Castle, 1338, Oct. 17, Sooy Shing, Hongkong, &c., 20th inst.; Hainan, 281, Oct. 29, 20, Siemens & Co., Trieste, &c., 27th inst.

Hwai Yuen, 984, Oct. 29, 20, Siemens & Co., Trieste, &c., 27th inst.; Lee Yung, 150, Juno, 30, Siemens & Co., Trieste, &c., 27th inst.

Liban, 1704, Oct. 24, Adamson, Bell & Co., Hongkong, &c., 20th inst.; Nancha, 862, Oct. 29, 20, Siemens & Co., Trieste, &c., 27th inst.

Olympia, 783, Oct. 29, 20, Siemens & Co., Trieste, &c., 27th inst.; Salice, 333, Oct. 21, A. R. Marty, Hongkong, &c., 20th inst.

Sea Gull, 1407, Oct. 21, B. M. S. S. Co., Hongkong, &c., 20th inst.; Thalass, 820, Oct. 29, 20, Siemens & Co., Trieste, &c., 27th inst.

Trump, 137, Oct. 17, Sooy Shing, Hongkong, &c., 20th inst.; Victoria, 1462, Oct. 29, 20, Siemens & Co., Trieste, &c., 27th inst.

Whampoa, 1109, Oct. 29, 20, Siemens & Co., Trieste, &c., 27th inst.

Sailing Vessels: Astoria, 211, Sept. 26, Russell & Co., San Francisco, 15th inst.

Charles Bal, 1431, Sept. 15, Russell & Co., San Francisco, 15th inst.; Coliah, 524, Oct. 10, Russell & Co., San Francisco, 15th inst.

Gustav & Oscar, 1382, Oct. 9, Russell & Co., San Francisco, 15th inst.; H. W. Dudley, 1085, Sept. 1, Russell & Co., San Francisco, 15th inst.

Hayden Brown, 821, Oct. 15, Russell & Co., San Francisco, 15th inst.; J. A. Borland, 800, Sept. 1, Russell & Co., San Francisco, 15th inst.

Louis, 245, Jan. 2, Captain, London, 20th inst.; Magic, 214, Aug. 20, Arnold, Karberg & Co., London, 20th inst.

Mario Louise, 420, Aug. 27, Siemens & Co., London, 20th inst.; Moltrek, 807, Sept. 23, Siemens & Co., London, 20th inst.

Moult Lebaron, 830, Sept. 23, Siemens & Co., London, 20th inst.; Nels, 833, Sept. 23, Siemens & Co., London, 20th inst.

Sea Ripples, 197, Sept. 31, Arnold, Karberg & Co., London, 20th inst.; Sparan, 85, May, 30, W. H. Ray, London, 20th inst.

Three Brothers, 366, Sept. 1, E. T. Ho, London, 20th inst.; Twilight, 1263, June, 8, Adamson, Bell & Co., London, 20th inst.

Walla Castle, 620, Oct. 23, Lane, Crawford & Co., London, 20th inst.; Weller, 1089, Sept. 21, B. M. S. S. Co., London, 20th inst.

William Manson, 366, Oct. 1, Russell & Co., London, 20th inst.; Wrecker, 55, July 16, Blackhead & Co., London, 20th inst.

Zotave, 1202, Aug. 3, P. & O. S. N. Co., London, 20th inst.

Her Britannic Majesty's Ships in the China Squadron.

Name, Rig, Tons, Guns, I.H.P., Captain, Where at.

Albatross, composite screw sloop, 940, 4, 840, Commander Chas. Hicks, Yokohama.

Adonides, double-screw iron frigate, 6010, 14, 4380, Captain R. E. Tracy, Yokohama.

Champion, corvette, 2330, 14, 2610, Captain R. G. E. Farley, Hongkong.

Cochin, gunboat, 455, 4, 470, Captain H. N. Hinglooy, Hongkong.

Courage, composite sloop, 2333, 14, 2540, Captain Anstruther, Hongkong.

Daring, double-screw gunboat, 350, 3, 340, Commander F. J. J. Elliott, Hongkong.

Eek, gunboat, 430, 4, 455, Commander E. H. Gamble, Hongkong.

Esper, double-screw gunboat, 430, 4, 455, Commander John Hoyle, Hongkong.

Flying Fish, sloop, 640, 4, 490, Commander John Hoyle, Hongkong.

Foxhound, double-screw gun-vessel, 450, 4, 470, Lieut. Commander McQuhae, Hongkong.

Kestrel, double-screw gun-vessel, 710, 4, 830, Commander E. Hotham, Canton.

Linnet, double-screw gun-vessel, 767, 5, 1050, Commander J. J. Jones, Canton.

Magpie, surveying vessel, 803, 3, 600, Lieut. Com. A. Carpenter, Canton.

Midge, double-screw gun-vessel, 465, 4, 470, Lieut. Com. A. Carpenter, Canton.

Pegasus, composite screw sloop, 1130, 6, 870, Commander Bickford, Hongkong.

Sappho, corvette, 1370, 12, 2300, Commander Wm. Collins, Hongkong.

Sappho, double-screw gun-vessel, 756, 5, 1010, Commander Wm. Collins, Hongkong.

Tweed, double-screw gunboat, 350, 3, 340, In reserve, Hongkong.